

76 02647

Brentwood - Pacific Palisades PROPOSED PLAN

Brentwood
Pacific Palisades
Proposed
Plan

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

SEP 8 1975

UNIVERSITY OF CALIFORNIA

DEPARTMENT OF CITY PLANNING □ LOS ANGELES CALIFORNIA

INTRODUCTION*

The Proposed Brentwood-Pacific Palisades District Plan is being submitted for approval by the City Planning Commission and the Mayor, and for subsequent adoption by the City Council as a part of the Los Angeles General Plan. The Preliminary Plan was reviewed and approved by the General Plan Advisory Board and was circulated for review to the Brentwood-Pacific Palisades Citizens Advisory Committee and the general public. A staff report, accompanying this Plan, summarizes all the recommendations made by the aforementioned sources and their effect on the Plan.

A Draft Environmental Impact Report assesses the impact of the proposals, policies, and programs of the Plan.

Brentwood-Pacific Palisades
PROPOSED PLAN

The Brentwood-Pacific Palisades District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying maps entitled "Plan Map" and "Open Space and Recreation Map."

PURPOSES

USE OF THE PLAN

The purpose of the Brentwood-Pacific Palisades District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District, within the larger framework of the City; guide the development, betterment and change of the District to meet existing and anticipated needs and conditions; contribute to the enhancement of the quality of the environment; balance growth and stability; reflect economic potentialities and limitations, land development, and other trends; preserve or conserve natural resources; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not substantially altered.

The Plan is not an official zone map and while it is a guide, it does not imply an implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and uses than may be desirable for many years.

This Plan is subject to periodic review and amendments to reflect changes in circumstances.

The following statistics of the Brentwood-Pacific Palisades District reflect recent population growth reductions:

Existing Population (10/73 Estimate)	54,000
Existing Zoning Capacity	112,300
1990 Projected Population	62,600
Population Capacity of Plan	83,500

For additional information, call the City Planning Department, Barry Katz, at 485-5386.

*The introduction contains explanatory material and is not a part of the Proposed Plan.

OBJECTIVES OF THE PLAN

- To coordinate the development of the Brentwood-Pacific Palisades District with other parts of the City of Los Angeles and the metropolitan area.
- To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 1990.
- To make provision for the housing required to satisfy the varying needs and desires of persons of all economic levels, maximizing the opportunity for individual choice within the constraints imposed by land availability, land and development costs, and population growth.
- To encourage the preservation and enhancement of the varied and distinctive residential character of the District.
- In hillside areas to:
 - Minimize grading commensurate with the density of development shown on the Plan; and
 - To limit land use intensities and population densities to that which can be accommodated by the transportation system, public service facilities and utilities, and natural topography.
- To promote economic well-being and public convenience by allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based upon the needs of the District and accepted planning principles and standards.
- To provide a basis for the location and programming of public facilities and to coordinate the phasing of public facilities with private development, minimizing damage to existing uses.
- To provide for a circulation system coordinated with land uses and densities for the purpose of accommodating traffic and minimizing street widening and realigning; encouraging the expansion and improvement of public transportation service; and promoting achievement of air quality standards.
- To encourage the preservation of ecological and environmental qualities as well as park and recreational uses.

- To preserve open space for environmental protection and recreational uses; to protect the natural character and topography of mountainous parts of the District for the enjoyment of both local residents and persons throughout the Los Angeles region; and to preserve views from designated scenic view sites commensurate with other provisions of this Plan.
- To enhance the design and appearance of both public and private development and to encourage urban beautification programs.
- To improve the design and construction of residential and commercial buildings in order to reduce both crime and the fear of crime.

POLICIES

The Brentwood-Pacific Palisades District Plan has been designed to accommodate the anticipated population and employment of the District in the year 1990. The Plan accepts the likelihood that change will take place and must be properly controlled if the District's amenities are to be preserved and its problems corrected.

The Plan proposes the preservation of low density single-family residential areas, the conservation of designated Open Space Lands for environmental and recreational use, the development of a major mountain park and open space system, and the improvement of the quality and usefulness of the Pacific Palisades Business District and other commercial facilities within the District. Residential development is generally restricted to Very Low and Minimum density housing categories in areas removed from employment and commercial centers.

LAND USE

Housing

Standards and Criteria:

Properties in residential zones permitting densities in excess of those designated on the Plan shall be reclassified so that the maximum density permitted is no greater than the use predominating at the time of adoption of this Plan.

During the first five years after adoption of the Plan, no change in zoning shall be allowed to a density which exceeds the lower end of the applicable density range indicated on the Plan Map, unless it can be shown that a higher density within the applicable range is significantly more in the public interest and maintains the quality of the District's environment.

Apartments should be soundproofed, have sufficient off-street parking, and be provided with adequate usable open space.

The intensity of land use in the mountain and hillside areas and the density of the population which can be accommodated thereon, shall be limited in accordance with the following criteria:

- The ability of the existing and assured street circulation system, both within the area and in peripheral areas, to accommodate traffic.
- The availability of sewers, drainage facilities, fire protection services and facilities and other public utilities.
- The suitability of the geology of the area for development, and the steepness of the natural topography of the various parts of the area. In areas designated for Minimum Density Housing, the dwelling unit density shall not exceed that allowed by the following formula:

$$D = \frac{50 - S}{35}$$

Where: D = The maximum number of dwelling units per gross acre allowable, and

S = The average natural slope of the land in percent.

- The compatibility of proposed developments with existing adjacent communities.

Use of the "cluster concept" and the Residential Planned Development District are the preferred methods to be utilized for new residential development in hillside areas, in order to preserve the natural terrain, minimize the amount of grading required, and provide more recreational land and open space. However, development by conventional subdivision shall not be precluded. The "cluster concept" is defined as the grouping of residential structures on the more level parts of the terrain while retaining a large area in its natural state or in a park-like setting. Density patterns indicated on the Plan Map may be rearranged to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased from that depicted on the Plan Map. Where cluster development is permitted, permanent maintenance of the privately-owned open space must be assured through the establishment and implementation of ordinances and policies. Cluster development which permits multiple and/or attached housing should be:

- Permitted only on parcels 50 acres or greater in size;
- Designed so as to minimize adverse visual impact on neighboring single family uses;
- Limited in character and density to that permitted in the Low Medium I Housing category;
- Required to set aside a minimum of 75% of the land as Open Space, 15% of which should be suitable for active use.

Portions of the Brentwood-Pacific Palisades District are suitable for horsekeeping as an accessory use to residential uses on appropriate size lots, as permitted by the City's Planning and Zoning Code.

The residential character of the single-family development in the hillside areas of the Brentwood-Pacific Palisades District is characterized by green spaces and openness and is considered a desirable environment worthy of public protection.

The scenic value of natural landforms shall be preserved, enhanced, and restored. Wherever feasible, development shall be integrated with and visually subordinate to existing natural features and terrain. Structures shall be located to minimize their intrusion into scenic open spaces by being clustered near other existing natural and manmade vertical features such as tree masses, hills, rock outcrops, and existing structures.

Features:

The Plan proposes that the low density residential character of the District be preserved, and that single-family residential neighborhoods be protected from adjacent uses of other types by landscaping and other buffering devices. Multiple family residential areas are concentrated so as to avoid their intrusion into single-family areas.

The Plan provides a maximum capacity for 26,690 dwelling units and approximately 83,500 persons. The projected 1990 population for the District is 62,600 persons.

The undeveloped mountainous portion of the District contains approximately 5,400 acres of privately owned land. If developed, this area would have a population capacity of 5,900 persons. It is undesirable for total development to occur. Substantial portions may be included in a large regional park in the future.

(continued, lift page)

(plan text continued)

The rehabilitation and/or reconstruction of deteriorated single-family areas for the same use is encouraged. Housing should be made available to all persons regardless of social, economic and ethnic backgrounds, to the extent feasible. Additional low and moderate income housing is needed in all parts of the City.

The proposed residential density categories and their capacities are:

Residential Density	Dwelling Units Per Gross Acre	Gross Acres ^a (Approx)	% of Resid. Land	Dwelling Unit Capacity ^b	Pop. Capacity	Percent of Pop. Capacity
Minimum	0.5 to 1.0	5,360	47.3	4,670	17,200	20.6
Very-Low I	1+ to 2	1,020	9.0	1,250	4,700	5.6
Very-Low II	2+ to 3	2,160	19.1	3,380	12,100	14.5
Low	3+ to 7	2,390	21.0	7,530	27,100	32.4
Low-Medium I	7+ to 12	100	0.9	1,020	2,900	3.5
Low-Medium II	12+ to 24	20	0.2	490	1,300	1.6
Medium	24+ to 40	270	2.4	7,690	17,000	20.4
High Medium	40+ to 60	20	0.1	660	1,300	1.6
TOTALS		11,340	100.00	26,690	83,500	100.00

a. Gross Acreage includes streets.

b. Calculations in these columns take into account terrain, potential rates of rebuilding existing subdivision patterns and subdivision practices.

Commerce

Standards and Criteria:

The commercial acreages (not including associated parking) to serve suburban residential areas on a Citywide basis are computed by the following standards:

- 1. 0.6 gross acres per 1,000 residents for Neighborhood Commerce and
- 2. 0.2 gross acres per 1,000 residents for Community Commerce, including service and specialized uses.

The commercial lands designated by this Plan are adequate in quantity to meet the needs of the projected population to the year 1990.

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area for each Community, Neighborhood and Regional Commerce area as specified on the Plan Map, and at a ratio of not less than one square foot for each square foot of floor area for Limited and Highway-Oriented Commerce uses. Parking areas shall be located between commercial and residential uses where appropriate, to provide a buffer, and be separated from residential uses by means of walls and/or landscaped setbacks, to attenuate noise and preserve adjoining residential neighborhoods.

Highway Oriented, Neighborhood, and Limited Commerce structures should be restricted to three stories or 45 feet in height. Commercial structures in Community Commerce areas should be limited to six stories or 75 feet in height, to ensure maximum compatibility with the adjoining residential uses, except that commercial structures should not be more than three stories or 45 feet overall in height where they abut single-family residences.

Features:

The Plan provides for approximately 160 acres of commercial and related parking uses.

Where feasible and appropriate, building and site design shall provide physical as well as psychological barriers to crime in order to prevent and deter crime and make apprehension more likely.

Specific Plans are recommended for the Brentwood Commercial District along San Vicente Boulevard, and the Pacific Palisades Business District in the vicinity of Sunset Boulevard and Swarthmore Avenue. The village characteristics of these areas should be maintained. Height limitations, mall areas, low intensity commercial uses, better circulation and additional off-street parking should be provided.

Industry

The Plan proposes no industrial uses within the Brentwood-Pacific Palisades District.

Open Space and Conservation Lands

Standards and Criteria:

Designated Open Space Lands on the Open Space and Recreation Map are not intended to be developed for residential or other urban uses.

Natural resources within the District are to be conserved. Priority of development in natural and scenic resource areas should be given to those uses which complement the resources. In coastal locations, individual homes may be permitted in accordance with the policies set forth in this Plan, if no other use is feasible. Development providing access to sensitive areas should be carefully controlled.

The restrictions included in the Open Space Element are to be applied to areas designated as "Desirable Open Space" on the District's Open Space and Recreation Map. The Report of the Citizens' Advisory Committee on the Mulholland Scenic Parkway is incorporated into this Plan in spirit and intent. Specific criteria for the development of road-associated facilities and related controls should be developed in accordance with that report.

Vacant lands with an average natural slope of 15% or greater measured over a 250-foot grid and those lands either adjoining or within 2,000 feet of, and viewed from, the Mulholland Scenic Parkway as identified in this Plan should be considered to be of open space and conservation value. Use of these open space areas, therefore, should be limited to the following:

- a. Essential public projects necessary to the safety, health, and well being of the region and District as a whole;
- b. Recreational and park-type uses including trails and turnouts;
- c. Educational uses, such as a nature center;
- d. Minimum Density Housing;
- e. Open land preserves;
- f. Agricultural uses.

New development which obstructs views from Mulholland Drive, and all signs, except emergency and traffic control signs and other essential signs related to open space and park-type uses, should be prohibited.

The Pacific Ocean is designated Open Space. Whenever feasible, runoff should not be allowed to degrade the kelp beds and coastal waters off the Pacific Palisades Community.

Development of the coastal area should be restricted so as to protect coastal resources.

Features:

Federal, State, County and City properties comprising approximately 10,900 acres of land exists in the District (1975). This land should be utilized to provide camping and picnicking, hiking, bicycling and equestrian trails; and golf courses, sports fields, and other active recreational uses for residents of the Los Angeles region. All major park and open space areas should ultimately be connected with the Mulholland Scenic Parkway system with trails provided wherever possible.

Desirable Open Space and existing and proposed parks are identified on the Open Space and Recreation Map. Included are approximately 10,450 acres of publicly owned land and approximately 5,400 acres of privately owned land.

Access to and facilities for equestrian, hiking, and bicycling trails should be provided in conformance with standards set forth in the Major Equestrian and Hiking Trails Element and the Bicycle Trails Element (when adopted) of the General Plan.

The proposed park in Los Liones Canyon should be developed as an arboretum in order to take advantage of its unique sub-tropical flora and fauna.

All schools, beaches and public parks are to be redesignated to the Minimum Density Housing category, in the event they are sold for development for other than recreational or open space uses. Should owners desire to sell private golf courses, the City should have the right of first refusal to purchase the land for recreational and open space uses. All privately owned golf courses should be placed in the Minimum Density Housing category if, and when, they are developed for non-recreational uses.

Where and when appropriate, the County Sanitation property in Mission, Sullivan, and Rustic Canyons should be utilized for park activities. The use of Rustic or Sullivan Canyons as a landfill site should be avoided. Research and development of alternate disposal methods, which would minimize the need for landfills, should be pursued and/or encouraged by the city. The filling of the landfill sites should be conducted in a manner such that termination or major reduction of large-scale operations is practical on relatively short notice. Recreation activities on these sites should be planned in conjunction with the State Park Plan for the area.

CIRCULATION

Highways and Streets

Standards and Criteria:

The Brentwood-Pacific Palisades Plan does not provide sufficient circulation facilities to meet the projected transportation needs of the area at desirable levels of service. Therefore, land use densities should be maintained at the lowest feasible level. While additional roads may be needed, it does not appear practical or environmentally appropriate to expect their construction. Until and unless a balance between the land use and circulation systems is achieved, subdivisions may be disapproved and substantial acreages may remain undeveloped.

A network of Major and Secondary Highways is planned to carry moderate to heavy volumes of traffic to and through Brentwood-Pacific Palisades District. Collector Streets are planned to carry local traffic to and from highways and facilitate internal circulation within this District. Certain of the Secondary Highways and Collector Streets are further designated as "Modified". These are located in areas where their further improvement, as specified in the Standard Street Dimensions, would adversely affect the environment or disturb the quality and character of the District. Preservation of the communities and minimum disturbance of their environments are of paramount consideration in the design of Modified Secondary Highways, if and when the City deems their widening or improvement to be necessary and feasible. The Plan also recommends that there be no further street widening of Modified Collector Streets except in instances dictated by overwhelming public safety considerations (e.g., elimination of hazardous sharp curves or dangerous bottlenecks). The Plan recognizes that the limited utility derived from widening Modified Collector Streets over substantial distances could not compensate for the resultant severe damage to the environment and character of the District.

Other Highways and Collector and Local Streets shown on this Plan shall be developed in accordance with standards contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning considerations would warrant alternate standards consistent with street capacity requirements.

The residential and commercial densities and intensities proposed in the Plan are based upon the eventual development of the appropriate transportation facilities. No increase in the density should be effected by zone change or subdivision unless it is determined that the on and off-site streets and highways serving the property involved can accommodate the traffic generated.

Design characteristics which might facilitate street identity such as curves, changes in direction, and topographical differences should be emphasized by street trees and planted median strips. Streets, highways and freeways when developed should be designed and improved in harmony with adjacent development to facilitate driver and passenger orientation. Whenever feasible, street development shall preserve existing trees.

Roads built in mountain areas should be given special scenic treatment. In each instance, a development plan should be prepared prior to construction, indicating how scenic and recreational opportunities will be provided and how the anticipated volumes of traffic will be accommodated. Roads used for park and recreational access shall be of sufficient size to handle future recreational needs as well as being given special scenic treatment in their design.

Access to the coast and mountain areas for persons of all income levels should be maximized consistent with the protection of resources. Commercial developments that provide recreational access to the coast for the general public should have priority over other private development. Development at or near the coast and mountain areas should not be allowed to block pedestrian and transportation access to the coast or to public park lands nor to unnecessarily interfere with public and private views of the coast.

Where feasible, roads on headlands should be visually screened, and driveways connecting to the coastal highway minimized. Where practical, the transitions between headlands and related stream canyons should be left in a natural state with bridges over canyons located as far inland as physically feasible and environmentally acceptable. Grading, cutting and filling in canyons and arroyos and on hillsides should be minimized where such operations significantly alter the appearance of natural landforms.

Mulholland Drive is deleted as a Major Highway from the City's Highways and Freeways Plan and is designated as a Scenic Parkway to be developed in accordance with the spirit and intent of the Report of the Citizens' Advisory Committee on the Mulholland Scenic Parkway.

Several routes are designated as Scenic Highways. The Scenic Corridors Element of the General Plan designates Scenic Highways throughout the City.

The Open Space and Recreation Map indicates potential trails for equestrian, hiking and bicycle use. Trails in residential areas may occupy a part of the street rights-of-way. Trails may be provided and maintained by various methods, including but not limited to:

- a. Assessment districts;
- b. Revenue from horse licensing fees; and
- c. The Park Land Dedication Ordinance (Ord. No. 141,422).

The City should develop specific standards for trails and recommend means of financing.

Features:

The Plan incorporates and amends the Highways and Freeways Element of the Los Angeles General Plan. Collector Streets are shown to assist traffic flow toward Major and Secondary Highways. Mulholland Drive is designated as a Scenic Parkway.

The existing City-owned Reseda Boulevard right-of-way is proposed to remain in City ownership for the possible future development of an effective public transportation system, to serve as a recreational road, or access to the County Sanitation Landfill site, whichever is appropriate.

Public Transportation

Public Transportation is planned and operated on a region-wide rather than local basis. However, public transportation improvements are necessary to alleviate some of the circulation system problems of this District. Improved and increased bus service must be provided.

Direct connections are needed between the residential areas and the commercial areas within the District as well as better connections with the rest of the City. The use of public transportation to provide additional access to beach and mountain recreation areas is also strongly advocated. A public transportation corridor across the Santa Monica Mountains in the vicinity of the Sepulveda Pass is proposed.

Bikeways

The Plan designates several Bicycle Routes. Some of these routes are connected with Bicycle Routes in other areas of the City in order to provide a network promoting optimal use of this mode for recreation and transportation. Bicycle trails should be provided in new subdivisions in the more level areas to connect with the designated system traversing the District. The bicycle trail along Mulholland Drive should connect with trails extending to the north and south where feasible.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design and general location expressed in the Service Systems Element of the General Plan (i.e. Public Schools Plan, Fire Protection Plan, Drainage System Plan). The individual facility plans should be consulted for specific standards. Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities. The full residential and commercial densities and intensities proposed in the Plan are predicated upon substantial compliance with standards contained in the Service Systems Element.

The Plan designates two standard types of local parks based on projected 1990 needs:

- Neighborhood Parks - 1 acre per 1,000 residents; minimum site size, 5 acres; desirable service radius, 1/2 mile; and
- Community Parks - 1 acre per 1,000 residents; minimum site size, 15 acres; desirable service radius, 1-1/2 miles.

At times it will be necessary for portions of recreation and open space sites to be used for public rights-of-way and easements. However, such intrusions should be minimized.

The potential of each shoreline property for possible recreational use shall be evaluated before any development is permitted that would foreclose the opportunity for such use. The use of coastal private lands for visitor-oriented development such as commercial recreation and support facilities (e.g. resorts, restaurants, hotels, and campgrounds) that are designed to enhance the general public's opportunity to enjoy the waterfront and other coastal recreation areas, shall have priority over private residential or general commercial development, except for agriculture. Residential and general commercial developments on privately owned coastal lands shall be permitted only if it can be demonstrated that the site is clearly inappropriate for commercial recreation uses (due to location, surrounding land use, accessibility, etc.) or that present and foreseeable future demand for commercial recreation is already adequately provided in the area.

Features:

Schools -The Plan proposes dual use of existing school facilities for the general public after hours and on week-ends. School grounds should be landscaped and made available for after-hour recreational use. Two elementary school sites need to be expanded.

Fire Stations -The several fire stations and the overall fire protection operations within the District are continually evaluated by the Fire Department and updated as fire protection techniques, apparatus needs, and land use patterns change.

Parks - Additional parks are shown in general locations to serve surrounding neighborhoods and the greater Los Angeles area. These include two Neighborhood Parks and one Community Park as well as Regional Parks in the mountain areas, which would include two campgrounds and other specialized facilities.

The Plan proposes utilization of public lands, flood control and power line rights-of-way and the Mulholland Drive right-of-way for open space purposes and for hiking, bicycle and equestrian trails where appropriate.

PROGRAMS

This outline of programs is intended to establish a framework for guiding development of the Brentwood-Pacific Palisades District in accordance with the Objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation

To facilitate local traffic circulation, relieve congestion and provide mobility for all citizens, the following are required:

- 1. Continued development and improvement of the highway and street system in accordance with this Plan, by adding safety features such as islands and turning pockets but, in general, widening of streets is to be minimized or avoided.
- 2. Continued planning of and improvement to the public transportation system of the District.
- 3. Planting of street trees on all public streets.

Highway construction in mountain areas should be preceded by a development plan indicating how scenic and recreational opportunities will be provided as well as how the anticipated volumes of traffic will be handled.

B. Recreation, Parks and Open Space

Acquisition, expansion and improvement of needed local parks throughout the District should be accelerated, and a concerted effort to establish multi-purpose use of open space along freeways should be undertaken. Additionally, multi-purpose use should be an objective for other publicly owned lands and facilities.

C. Commercial Areas

Existing commercial areas should be improved with respect to off-street parking, size and placement of signs, additional landscaping, elimination of billboards, external design of buildings and other appropriate controls. The Community Commerce districts should include provision for pedestrian streets or malls with landscaping, restricted vehicular use, and improved parking and access at the rear of commercial frontages.

D. Other Public Facilities

The development of other facilities should be sequenced and timed to provide a balance between land use and public services at all times. Power lines serving new developments shall be placed underground. The program for placing existing power lines underground should be continued and expanded.

II. PRIVATE PARTICIPATION

Residents and commercial groups are encouraged to undertake private actions for community improvements, such as:

- A. Reviewing and commenting upon development plans for specific parcels before applications are filed with the City for change of zone, variance, conditional use, or subdivision approval.
- B. Sponsoring beautification programs for San Vicente Boulevard, Wilshire Boulevard, and Pacific Palisades commercial areas, such as tree plantings and landscaping.
- C. Assisting the City in the design and development of scenic amenities and facilities adjacent to Mulholland Drive and other mountain roads.

- D. Initiation by property owners and merchants of programs to increase and/or improve off-street parking facilities serving adjacent shopping areas.
- E. Developing and maintaining mini-parks on public properties, and vacant private lands as an interim use, with permission of the owner.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of this Plan.

- A. Design: Requirement that all new and rebuilt public and private facilities observe improved site design standards.
- B. Signs: Strengthening of billboard and other commercial sign regulations to provide more restrictive controls, to include restricting placement and size of signs and the elimination of billboards where advertising is not associated with the use of the property.
- C. Buffer Strip Zoning: Separation of incompatible uses and facilities (particularly residential from commercial or freeways) by some form of buffering, preferably of a type which could also serve for recreation, parking or other useful purposes.
- D. Highway-Oriented Commercial Zoning: A new zone which will ensure off-street parking facilities, and/or drive-through capabilities, for commercial activities on Major and Secondary Highways.
- E. Grading: Amendments to the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas.
- F. Tax Delinquent Properties: Acquisition by the City tax delinquent properties in all slippage areas for permanent open space.
- G. Open Space Tax Relief: Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands planned for conservation and open space uses.
- H. Property Improvement Tax Relief: Revision of laws to provide incentives to property owners to bring older buildings up to the requirements of the City's Building and Safety Codes.
- I. Scenic Districts: Establishment of Scenic Districts with regulations and design controls to protect and preserve identified scenic features or values.
- J. Open Space Acquisition: Establishment of a right of first refusal by the City to purchase privately owned recreational facilities, including golf courses and other privately owned open spaces for continued recreational and open space use.
- K. Building Code Amendments: Possible amendments to require more adequate security features in the construction of new buildings.
- L. Limitations on Bulk of Commercial Buildings: Additional bulk controls for building floor areas for commercial buildings, ranging from a Floor Area Ratio of 0.5 to 3.0 (Floor Area Ratio is a ratio relating the amount of floor area to the buildable area of a site, e.g., a Floor Area Ratio of 1 would allow a floor area equivalent to one times the buildable site area.)
- M. Cluster Open Space Maintenance: Legislation providing for the permanent maintenance of open spaces in cluster developments by both developers and subsequent owners, by levying of maintenance fees, which would be specified as a condition of approval of zone changes and/or subdivisions.

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed towards the implementation of the Plan. Two distinct situations are involved:

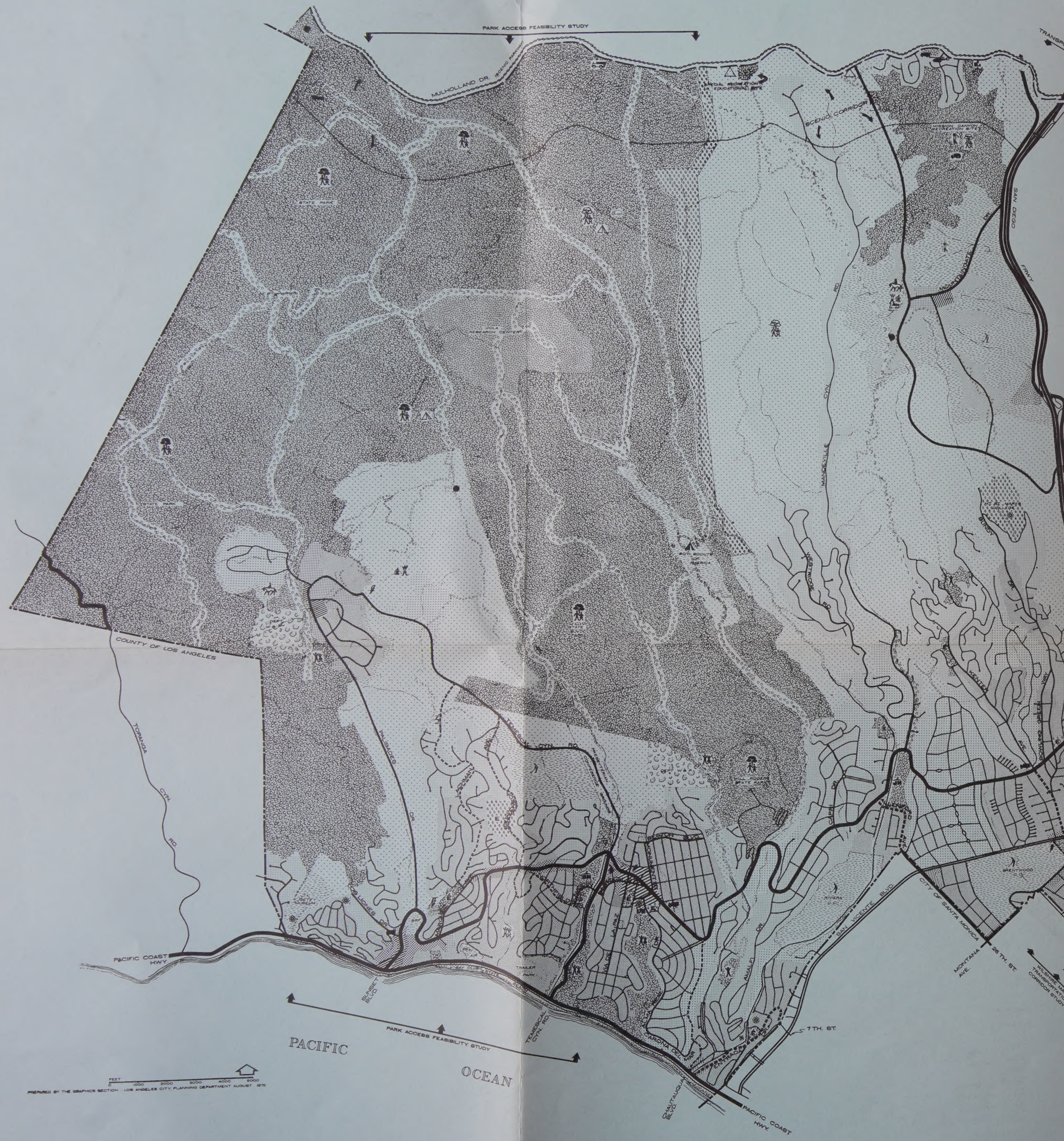
- A. It is the intent of the City to initiate redesignation of zones appropriate to the Plan.
- B. Property owners may apply for a change of zone under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code.

V. FUTURE STUDIES

In order to systematically execute the intent of this Plan and provide for public needs, convenience, environmental protection, and general welfare, the following are suggested for special study and implementation:

- A. Specific Plans for the following commercial areas shall be developed:
 - 1. Pacific Palisades (Sunset Boulevard between Swarthmore Avenue and Temescal Canyon Drive), and
 - 2. Brentwood (San Vicente Boulevard between Federal Avenue and Bundy Drive), and
 - 3. Santa Monica Canyon (Chautauqua Boulevard, West Channel Road, and Entrada Drive in the vicinity of Pacific Coast Highway)
- B. The earthquake of February 9, 1971, raised many questions with regard to building codes, hillside zoning, and fault zones. Many studies are being undertaken and upon their conclusion, the results should be incorporated, as appropriate, into the Brentwood-Pacific Palisades Plan.
- C. Plans and implementation for the Mulholland Scenic Parkway, Scenic Corridor, and Scenic District should be considered for:
 - 1. Roadway design;
 - 2. Designation of and provision for acquisition of view sites, recreational areas and commercial concessions;
 - 3. Controls on use and intensity of lands adjacent to the Parkway or area;
 - 4. Designation and improvement of roads and trails for recreational purposes;
 - 5. Prohibition and/or control of signs and billboards;
 - 6. Location of other public facilities which are necessary along this Parkway; and
 - 7. General protection of the eco-systems presently inhabiting the area.
- E. Criteria for determining appropriate building sites in relation to natural slopes.
- F. A feasible method for assuring the preservation and maintenance of privately owned open space remaining after utilization of density.
- G. Research and development of acceptable alternative solid waste disposal methods, which would eliminate the necessity for the current sanitary landfill operations.
- H. The feasibility of the following areas for use as park and ride terminals should be considered for:
 - 1. Southern end of Palisades Drive,
 - 2. Land located below Via Del Los Olas, and
 - 3. The site of the Sand and Sea Club on Pacific Coast Highway (City of Santa Monica).
- I. Public transportation for beach access for the general public, particularly the inner city recreationally deprived areas.
- J. The slope of land-density relationships depicted in this Plan reflects general policy. A study is being directed towards a more precise definition of this relationship to be applied in all mountain plans.

(turn over for map)



1. DEVELOPMENT OF LANDS LOCATED IN HILLSIDE AREAS MAY BE LIMITED BY THE SUITABILITY OF THE GEOLOGY OF THE AREA FOR DEVELOPMENT, AND THE STEEPNESS OF THE NATURAL TOPOGRAPHY OF THE VARIOUS PARTS OF THE AREA. IN AREAS DESIGNATED FOR MINIMUM DENSITY HOUSING, THE FOLLING UNIT DENSITY SHALL NOT EXCEED THAT ALLOWED BY THE FOLLOWING FORMULA:

$$D = \frac{100}{S + 1}$$

WHERE: D = THE MAXIMUM NUMBER OF DWELLING UNITS PER GROSS ACRE ALLOWABLE, AND
S = THE AVERAGE NATURAL SLOPE OF THE LAND IN PERCENT.

THE DENSITY PERMITTED IN A SUBDIVISION OR PLANNED DEVELOPMENT PROJECT SHALL BE ONE DWELLING UNIT PER GROSS ACRE OR GREATER AS ALLOWED BY THE ABOVE FORMULA. IN GENERAL, ALL NATURAL SLOPES IN EXCESS OF 15% SHALL BE DESIGNATED FOR MINIMUM DENSITY LANDS DESIGNATED AS PRIVATELY OWNED OPEN SPACE ARE CONSIDERED TO BE IN THE MINIMUM DENSITY RESIDENTIAL CATEGORY. DENSITY TRANSFERS SHOULD BE ALLOWED IN AREAS DESIGNATED IN THE MINIMUM DENSITY CATEGORY AS LONG AS THE TOTAL NUMBER OF DWELLING UNITS INDICATED IN ANY DEVELOPMENT IS NOT INCREASED AND ADEQUATE ACCESS IS AVAILABLE FROM TWO OR MORE DIRECTIONS.

2. GROSS ACREAGE INCLUDES ADJUTING STREETS.

3. OPEN SPACE JOB IS NOW BEING CONSIDERED FOR ENACTMENT AS PART OF THE CITY'S ZONING AND PLANNING CODE.

4. THESE DESIGNATIONS INCLUDE ASSOCIATED PARKING.

5. HEIGHT DISTRICT NO. 1 VL.

6. HEIGHT DISTRICT NO. 1 L.

7. A SPECIAL PLAN SHOULD BE PREPARED TO GUIDE DEVELOPMENT OF THE PACIFIC PALISADES COMMUNITY SHOPPING AREA, CLC AND CLC USES WITH A 3 STORY LIMIT SHOULD BE PERMITTED IN THIS AREA.

8. HEIGHT DISTRICT NO. 1.

9. AREA SHOULD REMAIN IN HEIGHT DISTRICT NO. 1 UNTIL SERVED BY RAPID TRANSIT THEN HEIGHT DISTRICT NO. 2 IS APPROPRIATE.

10. OPEN SPACE DESIGNATIONS ON THE PLAN MAP CONFORM TO THE DESIGNATION OF "OPEN SPACE LAND" SET FORTH IN ARTICLE 15.5 OF THE STATE OF CALIFORNIA GOVERNMENT CODE AND TO THE CITY'S OPEN SPACE PLAN.

11. QUASI-PUBLIC LAND DESIGNATION ON THIS MAP INDICATES EXISTING USES WHICH ARE ANTICIPATED TO REMAIN. THE PLAN DOES NOT PROHIBIT PUBLIC ACQUISITION OF THE DESIGNATED LANDS.

12. OPEN SYMBOL DENOTES THE GENERAL LOCATION OF A PROPOSED PUBLIC FACILITY. IT DOES NOT DESIGNATE ANY SPECIFIC PRIVATE PROPERTY FOR ACQUISITION. SUCH FACILITY MAY APPROPRIATELY BE LOCATED WITHIN AN AREA OFFERING THE LOCATION AND SERVICE RADIUS STANDARDS CONTAINED IN THE INDIVIDUAL FACILITY PLANS COMPRISING THE SERVICE SYSTEM ELEMENT OF THE GENERAL PLAN.

13. HILLSIDE ROADS MAY BE DEVELOPED TO HILLSIDE OR LESSER STANDARDS AS DICTATED BY TERRAIN OR EXISTING FACILITIES.

14. LOCAL STREETS, FREEWAYS, AND FREEWAY INTERCHANGES ARE SHOWN FOR REFERENCE ONLY.

15. CERTAIN STREETS AND HIGHWAYS ARE DESIGNATED AS MODIFIED SECONDARY HIGHWAYS AND MODIFIED COLLECTOR STREETS AND ARE DEFINED IN THE PLAN TEXT.



- OPEN SPACE¹
PUBLICLY OWNED-1²
PUBLICLY OWNED-2²
PRIVATELY OWNED
DESIRABLE OPEN SPACE²
- SCENIC ROADS⁴
DIVIDED MAJOR
MAJOR
SECONDARY
PARK ROAD
TRAILS
- PARKS⁵
NEIGHBORHOOD
COMMUNITY
REGIONAL
CAMP GROUNDS
PUBLIC GOLF COURSE
PRIVATE GOLF COURSE
CULTURAL AND HISTORICAL SITE
SCENIC VIEW SITE
IMPORTANT ECOLOGICAL AREA
EQUESTRIAN CENTER
SCHOOLS
ELEMENTARY
JUNIOR HIGH
SENIOR HIGH

NOTES

1. Open Space designations on the Plan Map conform to the definition of "Open Space Land" set forth in Article 15.5 of the State of California Government Code and to the City's Open Space Plan.

2. Includes other publicly owned land which contains significant amounts of open space.

3. Desirable Open Space is land which possesses open space characteristics which should be preserved and where additional development controls such as proposed in the Plan and Open Space Plan are needed to preserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to insure the well-being, safety and desirability of adjacent lands, and to maintain the overall health, safety, welfare and environment of the district.

4. Local streets, highways, and freeways are shown for reference only.

5. Open Symbol denotes the general location of a proposed public facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the location and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.

OPEN SPACE AND RECREATION - BRENTWOOD - PACIFIC PALISADES

THE BRENTWOOD-PACIFIC PALISADES DISTRICT PLAN CONSISTS OF THIS MAP, PLUS THE ACCOMPANYING MAP ENTITLED "PLAN MAP", AND THE TEXT ENTITLED "PURPOSES", "POLICIES", AND "PROGRAMS".

LAND USE

HOUSING

DENSITY (DWELLING UNITS PER GROSS ACRE) ¹	MINIMUM ¹	VERY LOW I	VERY LOW II	LOW	LOW MEDIUM I	LOW MEDIUM II	MEDIUM	HIGH MEDIUM
0.5 TO 1	11 TO 2	21 TO 5	31 TO 7	71 TO 13	131 TO 21	211 TO 31	311 TO 41	411 TO 51

COMMERCIAL²

COMMERCIAL ²	LIMITED	HIGHWAY ORIENTED	NEIGHBORHOOD	COMMUNITY	REGIONAL CENTER
0.018 TO 0.03	0.03 TO 0.06	0.06 TO 0.12	0.12 TO 0.24	0.24 TO 0.48	0.48 TO 0.96

OPEN SPACE³

OPEN SPACE ³	PUBLICLY OWNED-1 ²	PUBLICLY OWNED-2 ²	PRIVATELY OWNED
0.018 TO 0.03	0.03 TO 0.06	0.06 TO 0.12	0.12 TO 0.24

OTHER PUBLIC & QUASI-PUBLIC

OTHER PUBLIC & QUASI-PUBLIC	QUASI-PUBLIC ¹	PUBLIC
0.018 TO 0.03	0.03 TO 0.06	0.06 TO 0.12

CORRESPONDING ZONES

CORRESPONDING ZONES	AL-2, RE-2, R-2	RES-2, R-2, R-2	RES-2, R-2, R-2	RES-2, R-2, R-2	RES-2, R-2, R-2	RES-2, R-2, R-2	RES-2, R-2, R-2	RES-2, R-2, R-2
0.5 TO 1	11 TO 2	21 TO 5	31 TO 7	71 TO 13	131 TO 21	211 TO 31	311 TO 41	411 TO 51

COMMERCIAL²

COMMERCIAL ²	LIMITED	HIGHWAY ORIENTED	NEIGHBORHOOD	COMMUNITY	REGIONAL CENTER
0.018 TO 0.03	0.03 TO 0.06	0.06 TO 0.12	0.12 TO 0.24	0.24 TO 0.48	0.48 TO 0.96

OPEN SPACE³

OPEN SPACE ³	PUBLICLY OWNED-1 ²	PUBLICLY OWNED-2 ²	PRIVATELY OWNED
0.018 TO 0.03	0.03 TO 0.06	0.06 TO 0.12	0.12 TO 0.24

OTHER PUBLIC & QUASI-PUBLIC

OTHER PUBLIC & QUASI-PUBLIC	QUASI-PUBLIC ¹	PUBLIC
0.018 TO 0.03	0.03 TO 0.06	0.06 TO 0.12

PROPOSED PLAN MAP - BRENTWOOD - PACIFIC PALISADES

THE BRENTWOOD-PACIFIC PALISADES DISTRICT PLAN CONSISTS OF THIS MAP PLUS THE ACCOMPANYING MAP ENTITLED "OPEN SPACE AND RECREATION" AND THE TEXT ENTITLED "PURPOSES", "POLICIES", AND "PROGRAMS".



C124883534



DEPARTMENT OF CITY PLANNING

Calvin S. Hamilton, director
Frank P. Lombardi, executive officer
Glenn F. Blossom, city planning officer

Report prepared by:

COMMUNITY PLANNING AND DEVELOPMENT DIVISION

Arch D. Crouch, principal city planner

COMMUNITY PLANS SECTION A

Franklin Eberhard, senior city planner

Current Project Staff

Edward J. Orth, project manager
David Kabashima, city planning associate
Barry Katz, project coordinator
Dek Perryin, planning assistant
Richard Scott, cartographer

Former Project Staff

A. Berth Slincosky, acting senior city planner
Nancy Leathers, senior city planner
Bert Hulmer, city planner
Peter Brooy, city planner
Suzanne Searle, city planning associate
Matthe Faulkner, planning assistant
Masaru Matoi, cartography

GRAPHICS SECTION

Gene Wolfe, graphic supervisor
Publication

Phil Watson, publication unit head
Ray Hernandez, layout and design

Cartography

Oscar Joyner, cartographic unit head
Charlotte Peters, cartography